









## POLICE COURT.

Saturday, 26th September.

BEFORE MR. T. SHERRIFF SMITH  
(POLICE MAGISTRATE).

## BURGLARIES IN WANCHAI.

Beforedaylight Saturday a Chinese constable on duty in Albany Street noticed a coolie taking gymnastic exercise in the form of climbing a water-pipe at the house No. 7, Doubtless getting tired, the climber rested at the first floor, and entered the verandah on a trip of discovery. Some Chinese clothes catching his fancy, he made free to carry them with him on recommencing his exercise on the water-pipe, downwards. The constable felt justified in arresting the coolie, who was received a sentence of 6 months' hard labour.

Half-an-hour later a report was made at the above mentioned station that a burglary had been perpetrated at 203, Queen's Road East. Laid by the police within a few hours, the thief appeared at the Magistrate's, and received six weeks' hard labour.

An hour after the above case was reported, a coolie, a blanket and a constable made their appearance at No. 2 Station. In Amoy Lane a disciple of Sherlock Holmes caught sight of a Chinese carrying a blanket, and putting two and two together deduced that the coolie was not the owner of the blanket, and arrested him on suspicion. From enquiries made, the Police found that No. 4, Jardine's Bazaar was minus a blanket. The thief received a month's imprisonment.

## THEFT FROM H.M.S. "PEARLESS."

While removing clothes and ashes from the ship, coolies have long been in the habit of carrying away more than they were entitled to. A case was before the Magistrate of the theft of thirty-five bars from H.M.S. "Pearless" by coolies not in the employ of the contractor authorised by Government to collect ashes. Defendants were fined \$10, or 14 days. His Worship asked the complainant to inform the commanding officer of the "Pearless" that under the Ordinance he was liable to a fine of \$200 or six months for allowing ashes to be discharged by an unauthorized contractor.

## RETURNING FROM BANISHMENT.

Ho Sing returning to the Colony from banishment will be well looked after for the period of twelve months.

## TRESPASSING.

"Looking for grass" at Headquarters House without instructions as to such search from those in authority secured for Chen Yow two months' residence in a place where grass grows not.

## STREET GAMBLERS.

On Friday, at 9 p.m. P.S. W. Gordon made a raid on street gamblers at Lyceum, New Territory, and reaped in a dozen. One man denied gambling, but it was proved that he was in the crowd. His Worship—"A man is always known by the company he keeps." \$4 each, or seven days.

## UNLAWFUL POSSESSION.

Sampans have a habit of getting adrift, but His Worship ruled that was no reason why a Chinese, charged with being in possession of two sampans, should annex them. Defendant said he "picked up" the vessels so as to claim salvage. Forty-four days in all was the sentence.

## MALICIOUS WOUNDING.

In company with others Shiu Cheung Kin, on the 26th inst., scrambled for coins thrown by some people standing in the road. While in the act of picking up a coin Shiu fell a pain in his side and fell to the ground. Cheung Kin was charged with maliciously cutting and wounding, and remanded.

## FORGERY.

The hearing was adjourned in the case in which Cheung Pak is charged with forging an order for the delivery of one bag of white wax of the value of \$180, said order having a chop purporting to be that of the Kwong Hing firm, 102, Wing Lok Street.

## DOUGLAS STEAM-SHIP CO., LD.

The twelfth ordinary general meeting of the Douglas Steam-ship Co., Ltd., was held at the company's offices at noon on Saturday, Mr. J. H. Lewis presided, and others present were Messrs. A. G. Wood, C. H. Thompson, and C. A. Jones (Consulting Committee), R. C. Wilcox, H. C. Wilcox, T. H. Reid, E. J. Moses, W. Davies, and W. Parfitt (Secretary). The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said: Gentlemen.—The report and accounts have been in your hands for several days, and with your permission I propose to take them as read. As indicated in the report, we have experienced, in common with almost all shipping companies, a continual period of depression, and regret that there are no immediate prospects of improvement. Unfortunately, outside steamers failing to find employment in their usual trade come on to the coast, increasing the already excessive competition and further materially reducing our earnings. You will see from the accounts that the profit on sale of *For-mosa* was \$45,180.33, and as it is not intended under present circumstances to replace her, the General Managers and Consulting Committee decided, after full consideration, to distribute out of the profits a dividend of 6 per cent. for the year, apportioning the balance to reserve and depreciation as set forth in the report. It is well I should remind shareholders that the prospects of the current year are most unpromising, but when prosperous times return, as we all hope they soon will, we are in a strong position and will not fail to take the fullest advantage of them. If shareholders desire any further information I will be pleased to answer any questions.

There were no questions.

The CHAIRMAN having moved the adoption of the report and accounts,

Mr. DAVIES seconded, and the motion was carried.

The re-election of the Hon. C. W. Dickson, Messrs. C. H. Thompson, A. G. Wood, and C. A. Jones as members of the Consulting Committee was agreed to on the motion of Mr. H. C. WILCOX seconded by Mr. E. J. MOSES.

Mr. T. H. REID moved, and Mr. R. C. WILCOX seconded, that Messrs. W. H. Potts and A. E. Lowe be re-elected auditors. The motion was agreed to.

This was all the business.

Dividend warrants will be ready to-day.

## THE SALVAGE OF S.S. "TACHI MARU."

Captain G. Taro, the Superintendent Captain of the Osaka Shosen Kaisha, has recently been presented, through the Tokyo Marine Insurance Company Ltd., with the sum of one thousand yen subscribed by the underwriters of England, including Lloyd's, in recognition of his very valuable services rendered in connection with the refloating of the *s.s. Tachi Maru*, which had been insured with the London underwriters through the Tokyo Marine Insurance Company of Tokyo. Such a proud distinction has never before been achieved by a Japanese master mariner, and it would not be out of place perhaps to give here a short account of the salvage operations so successfully conducted, as well as a brief résumé of Captain Taro's career.

The *s.s. Tachi Maru* is a steam vessel belonging to the Osaka Shosen Kaisha, running in their Hankow-Tientsin Line. She was built and engineered by the Osaka Ironworks (Osaka Tekkosho) in September 1901, and her dimensions are: Length, 278 feet; breadth, 39 feet; and depth, 9 feet. Gross tonnage, 2076 tons. She ran aground on the 11th October, 1902, at Long How Tsung (Upper Yangtze River) at a distance of about 20 miles lower from Saa Tai and about 80 miles upper from Hankow, and was stuck fast to a bottom of mud and sand. The Osaka Shosen Kaisha's steamers *Tayama Maru* and *Takay Maru*, under the superintendence of exports, were detailed to tow the steamer off, the *Tachi Maru* herself assisting, but all efforts were unsuccessful. It was then the season of early winter, the river water was running very low, and where the steamer was grounded it gradually became entirely dry. It became apparent that some special operation was necessary if the steamer was to be refloated, and the head office of the company sent their superintendent Captain Taro, to report on the situation and prospects of saving the vessel. He arrived, on the scene on the 27th October, and after making a careful study of the situation and holding consultation with Lloyd's agent at Hankow, decided to stop the work for the time being until the river water should rise, which was expected during the beginning of the year, when he considered he would be able to refloat the steamer. Captain Taro made due report to his head office, and the Osaka Shosen Kaisha decided to undertake the work of raising the steamer, under certain terms and conditions arranged with the underwriters interested.

Captain Taro commenced work on the 2nd December by setting coolies to dig out around the steamer, and this was continued the whole month and the vessel placed on wooden blocks, all the necessary salvage gear having meantime arrived from Japan. Operations proper then commenced, and from the 2nd to the 7th January the *Tachi Maru* moved 299 feet. From 8th to 13th the vessel moved a further 90 feet, and from the 14th to the 20th, 456 feet more. On the 26th January, at 1.42 p.m., the vessel was successfully refloated, taking the water 845 feet from the place where she had grounded. The weather conditions under which the operations were conducted were severe. The thermometer registered at from 26 to 33, and when the wind blew from the north it rained and snowed heavily, very greatly hampering the work. The marking of the river water as per Hankow water-indicator was 32 feet 5 inches on the 11th October, 1902 (date of grounding), 9 feet 2 inches on the 2nd December (day work was commenced), and 3 feet 4 inches on the 26th January, when the steamer took the water. On the whole the decrease and increase of river water was very slight, sometimes rising one foot, at other times decreasing by six feet. The smart work performed by Captain Taro under all the varying conditions was indeed a matter for congratulation to himself, the underwriters interested, and the Osaka Shosen Kaisha.

Captain G. Taro was born in the Prefecture of Okayama in 1865. From childhood he yearned to be a mariner, and in course of time he entered the Navigation Department of the Osaka Merchant Ship School. He graduated there at the head of his class in 1886, and then went to sea. On account of his exceptional ability, he quickly rose to the top rank of his profession, and when the China-Japan war broke out in 1894 he served his country as commander of a transport, for which services the Japanese Government conferred on him the 6th Merit Order and Ribbon of the Single Rising Sun. In 1897 he joined the Osaka Shosen Kaisha, and was sent to England to superintend the building of vessels which had been ordered for the company. On his return to Japan he was entrusted with the supervision of the marine staff of the company, a post which he still retains.

Captain Taro is generally admitted by those who know him as one of the most competent and efficient master mariners in Japan, and he holds a clean record in that his commands have never met with any accident, casualty, or disaster. He is also noted as an authority on salvage matters, having been successful in over twenty salvage cases which he had undertaken, the most notable ones being the raising of the *Miyagawa Maru* foundered off the coast of Sanuki in 1899 and the floating of the *Tachi Maru* stranded in the harbour of Keelung in 1900. In the present case of the *Tachi Maru* it was unquestionably due to his exceptional technical ability, combined with his indefatigable efforts, that the Osaka Shosen Kaisha and the London insurance concerns owe the refloating of that steamer, and there is no better proof of the appreciation of his splendid services than the fact that the British underwriters have subscribed an honorarium for him, which is unprecedented in the mercantile history of Japan. Captain Taro is yet in the prime of life, with a bright future before him.

## HONGKONG CRICKET CLUB.

The report of the Hongkong Cricket Club for the season 1902-1903 has been issued. The accounts show a balance to the credit of the Club of \$2,423.23.

The Club played seventeen matches against the Navy, Garrison, etc., of which seven were won, four lost, and six drawn. There were also played eleven other matches (such as "Hills v. Plains," etc.). Engineer-Lieut. G. Moore, R.N., leads the batting averages with 51.00, and Messrs. J. T. Dixon and P. T. Lambie are bracketed first in bowling with an average of 12.90 for 48 and 23 wickets respectively. The following scores of 100 and over were made:—Lieut. Francis Hayhurst, R.W.F., 130 (not out) and 105; Engineer-Lieut. G. Moore, R.N., 113; Mr. A. D. A. Pannett, R.N., 104; and Mr. G. A. Cooke, R.N., 102 (not out).

The annual lawn tennis match against the L. E. C. was played on April 11th, and resulted in a win for the L. E. C. by 87 games to 77. The Lawn Tennis Championship was won by Mr. H. Hancock, who also won the "A" Class Singles Handicap. The "B" Class Singles Handicap was won by Mr. W. King. Mr. E. J. Grist and the Hon. J. M. Atkinson won the Doubles Handicap, and Messrs. H. Pinckney and F. H. Yeats were the winners of the Professional Pair. The Ikegami's Championship was won by Mr. H. Hancock, who was also the Singles Handicap. The Doubles Handicap was won by Messrs. W. R. Robertson and B. E. Hanson.

Major Wynne, R.A., and Capt. Colgan, R.W.F., on leaving the Colony, resigned their places on the Committee, and Capt. Fawcett, R.A., and Lieut. Rimington, S.P., were elected in their stead. Lieut. Solihet, R.N., was elected as the Naval representative. Capt. Fawcett, R.A., has since left the Colony, and his place remains vacant.

During the year 134 new members joined the Club. The total number of members is now 447, and there are 101 naval subscribers.

## BATTING AVERAGES.

(Eight innings and over.)				
Name.	Innings	Runs	Average	Strike
G. Moore, R.N.	9	408	113	51.00
R. B. Gordon, R.N.	11	416	90	37.51
G. A. Cooke, R.N.	8	319	102	72.28
Capt. Fawcett, R.A.	23	517	72	18.55
P. T. Lambie	12	311	25	12.58
W. C. D. Turner	12	259	21	12.50
F. MacLellan	10	239	23	10.82
A. G. Ward	10	234	23	10.60
R. E. O. Bird	10	177	31	12.70
Wm. Dixon	10	159	32	15.80
Lt. H. W. Smith, R.A.	11	118	10	10.72
Lt. Rimington, S.P.	13	100	43	13.33
A. Mackenzie	9	92	39	12.85
P. T. Lambie	12	91	38	10.11
J. Hooper	13	91	30	7.58
S. Povey	8	47	18	6.71
G. P. Lammert	9	32	10	4.00

## BOWLING AVERAGES.

(Eight innings and over.)				
Name.	Innings	Overs	Runs	Average
J. T. Dixon	17	212	66	6.22
P. T. Lambie	11	82	18	8.63
R. E. O. Bird	10	96	20	2.69
W. Dixon	8	101	13	7.72
Lt. Rimington, S.P.	12	92	7	16.12
Lt. Rimington, S.P.	12	75	3	25.00
Lt. Tomlin, R.N.	11	115	23	4.11
Capt. Fawcett, R.A.	21	216	22	7.06
W. C. D. Turner	9	49	3	16.25
A. Mackenzie	8	33	1	5.14

## SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share list dated Hongkong, 26th September:—

Beyond a substantial improvement in Unions nothing of special interest has happened during the week under review; the tone of the market is still dull, and the few reports that have been gleaming lately have died out again quickly. The sterling rate on London for demand is 1s. 10½d. and the Shanghai rates are 72½ for a T/T and 72½ for a three days' sight Private Paper.

BANKS.—Hongkong and Shanghai have sellers at \$63½; the London rate is \$66. Nationals are in demand at \$28½.

MARINE INSURANCES.—Unions have risen steadily since the report has been published and are now in demand at \$25; Cantons have improved to \$18½ buyers.

FIRE INSURANCES.—Hongkong's are unchanged, but China Fires have hardened again and can now be placed at \$89.

SHIPPING SHARES.—Cantons and Macao's ruled very easy all through the week and sold as low as \$32½, at which rate, however, shares could be placed. Indo-Chinas are easier also with sellers at \$86; the remaining stocks under this heading are unchanged.

REFINERIES.—China Sugars have receded to \$98 sellers, whilst some report even a lower rate; Luzons no business.

MINING SHARES.—The only business in stocks under this heading has been in Punjoms, ordinary shares selling at \$1.65 with further buyers.

DOCKS, WHARVES AND GODOWNS.—Whampoa Docks are obtainable at \$206. Kowloon Wharves have improved to \$87 sales, whilst Farmanas are wanted in the north at 135.

LANDS, HOTELS AND BUILDINGS.—Land Investments sold at \$133; West Point are obtainable at \$304. Hongkong Hotels have buyers at \$145, and Humphreys' Estates sold and can be placed at \$104.

COTTONS.—No business reported.

MICROFILM.—Watsons were wanted at \$144. Water Boats have improved to \$151, Watkins sold at \$3 with likely further buyers, and China Light and Powers are in demand at \$5.

MACNIVEN & CAMERON'S "J" PENS are by special device in manufacture the smoothest, and most quick-like J pens to be obtained anywhere. Block J. Gilt J. Big J. In 6d. and 1s. boxes, at all Stationers. WAYNAPPE, WOLFE, EDINBURGH. [2945]

## HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 24th August.

TRADE BETWEEN GERMANY AND GREAT BRITAIN.

According to German official returns the figures for the year 1902 are as follows, in million marks:—		
Imports from	Exports to	
Great Britain	557	958
India, &c.	239	70
Australia	129	46
British Africa	72	49
British America	16	41

being 17.9 per cent. and 24.9 per cent. respectively of the total imports and exports of the Empire. The credit balance resulting from the above is almost entirely due to the excess of shipments to the United Kingdom over imports from there. Canada, of all the Colonies, alone receiving more goods from Germany than she sends thither.

## SHIP-BUILDING ON THE LOWER WESER.

The Chamber of Commerce of Gooselünde in its annual report for the year 1902 gives rather a gloomy account of this branch of industry. It states that the demand for new vessels during the period under review fell considerably short of that of the previous twelve months, owing to the low rates of freight obtainable and the general depression of trade, the scarcity of fresh orders being felt all the more, as those on the books had been mostly filled. In order to secure new contracts great efforts had to be made and prices in many cases to be accepted which barely covered cost. There has been no want of inquiry, but it has been more of a tentative character, instead of the great efforts that have hitherto been made. However, matters will shape in the future cannot be forecast with any degree of certainty; the iron market seems to be rallying slowly and enquiries for new vessels cannot be said to be languishing, but prices are still so depressed that few orders are being booked.

After this a statement just published by the Bremen News Agency in Bremen, giving a rough estimate of the results obtained by the North German Lloyd during the first six months of the present year, is rather refreshing. The gross earnings exceed those of the same time last year by four million marks, and it is expected that the months of July and August will yield another million; it will, however, be necessary for several reasons to write off a million more at the end of the year than in 1902.

The general trade of the port during the six months has, from what I can gather, not proved equally satisfactory, with the exception of a few articles such as cotton, of which 232,370 tons were received against 245,000 tons last year, and 240,101 tons forwarded against 213,490 tons from the beginning of January to the end of June 1902.

Also shows a decrease in imports 153,831 tons against 183,235 tons—but an increase in the quantity shipped and forwarded, viz., 128,650 tons against 115,254 tons. The short supply is chiefly owing to the extensive demand for Japan, China, and the United States in the Indian markets, which, moreover, has caused prices to advance considerably.

The trade in petroleum seems to be on the wane, the figures for imports and exports being respectively—30,990 tons in 1902, against 41,050 in 1901; and 20,531 tons in 1902, against 23,585 in 1901.

Provisions, owing probably to the rise in prices in the United States, likewise show a falling off; it is hard, however, a slight increase has to be reported.

The imports of English coal have been somewhat less than last year for the first six months, viz., 168,577 tons against 168,937, whilst 77,422 tons against 91,441 tons have been shipped and forwarded. Of German coal 419,962 tons have been received against 330,890 tons, of which 236,296 tons against 202,428 tons American.

Tobacco, one of the old staple articles of Bremen, appears to be losing ground, the figures being:—

Imported 27,340 tons, of which 6,343 North American, against 31,670 tons, including 5,630 tons American last year.

Exported in 1902 29,501 tons, of which 8,003 tons American; 1903 28,661 tons, of which 7,755 tons American.

I have on several occasions drawn attention in my letters to the inadequate supply of American cotton during the present season. My predictions have come true, and the trade everywhere is now suffering from the want of the raw material. The visible supplies of the world on the 22nd inst. were, in 1,000 bales, Total 1903 1902 1901 1900 899 1,119 1,250 841 American 574 867 1,040 629

The stock of cotton in Liverpool last Saturday was 193,000 bales American against 387,000 bales last year; at 4,400 bales American against 11,000 bales last year. The stock of American cotton in Bremen on that date amounted to 70,000 bales, against 60,000 bales last year; at 4,000 bales, against 13,000 bales last year.

The new crop is late, and little new cotton can therefore be expected to reach Europe before the middle of October, especially as the American mills, a great number of which have shut down for lack of cotton, are likely to snap up the first arrivals. How the trade in the old world will manage to tide over the next few months without stopping work altogether is a question to which mills have been going short time for many weeks already, and still stocks of cotton in all markets have diminished in an alarming manner; a further curtailment of production has become imperative, all the more as a large proportion of the existing supplies of American cotton consists of low grades, some of which is hardly fit for spinning. The recent strike of about 8,500 mill-hands in Crimmitschau,

## KODAKS, FILMS, AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

## ACHEE &amp; CO., PHOTO GOODS STORE.

TEMPORARY SHOW-ROOMS, 12, QUEEN'S ROAD.

(1st Floor, above Messrs. Price &amp; Co.)

Hongkong, 17th September, 1903.

[3]

## THE LAHMEYER ELECTRICAL CO. LD.

LONDON,

AND

ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.

W. LAHMEYER &amp; CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

SIEMSEN &amp; CO., SOLE AGENTS FOR CHINA.

1243

in Saxony, is therefore not likely to be regretted by the master, who are mostly protected by the strike-clause in any forward sales of yarns they may have made.

The accounts of the growing crop have so far been favourable, although damage by insects has been reported from some quarters, whilst lately complaints of too much rain have been received from others. Yesterday the American markets were excited in consequence, and Liverpool to-day followed suit. Of course similar reports are spread every summer, and they may once more prove to be exaggerated, as they have so often done on former occasions; still, one should not forget that the Agricultural Bureau in Washington in their report for June gave a very poor account of the stand of the plants, and that it would appear to be in the interest of the speculators who have hitherto so cleverly manipulated the markets to take advantage of all unfavourable news to drive up the price for the winter months, in order to get out of their present stocks. Unless the crop be a bumper one, exceeding 12 million bales, which at present does not appear likely, 5½d. seems a reasonable price for the season, with higher rates later on according to the actual yield of the present crop. Both consumers and the trade, it is to be feared, will have to get used to a higher range of prices.

## COREA.

A telegram to the *Asahi* from Seoul indicates that the Russians are not allowing the situation to rest in Corea. The local officials at Yong Chag— which will be remembered as the first place where land-acquiring operations commenced—report that four Russian subjects have come to a hill at P-h Yong in that vicinity and have marked out land, transported timber, and begun to erect buildings. Nothing is stated as to any lease or purchase of land by these enterprising individuals. They seem to have merely found a suitable place and proceeded to appropriate it. On being remonstrated with by the local officials, they declared that they were within the limits of the concession indicated in the agreement concluded between the representative of the Lumber Company and Mr. Cho Song-hyup, chief of the bureau of lands and forests. This agreement, it will be remembered, is the document that has failed to obtain the endorsement of the Korean Government, and is useless without that endorsement, not only on general principles but also because its second article provides that the boundaries of the district to be leased at Yong-ampho shall be determined by the Russian Minister and the Korean Foreign Minister, which delimitation has not yet taken place. The Coreans have undoubtedly bungled the business of Yong-ampho and will scarcely emerge from the complication soothless, but, on the other hand, the attempts made by the Russians to give effect to an agreement which has not come into practical existence seem very arbitrary. At all events, Poh Yong and Yong-ampho are different places, and the Korean local officials appear to have been unquestionably within their rights when they protested against the acts of the four Russians. The latter, however, having declined to pay any attention to the protest, a report was made to the central Government, and there resulted a note from the Korean Foreign Minister to M. Pavlov, insisting on the lawlessness of his nationals' procedure and requiring that the trespassing Russians should be at once restrained. This note is said to have pointed out that even at Yong-ampho there is no warrant for Russians to settle pending some definite arrangement between the two Governments, and that under no circumstances could the course pursued at Poh Yong be considered proper. The Russian Minister's reply to this remonstrance does not appear to have yet become public property, but as M. Pavlov is said to have threatened that effect shall be given to the unendorsed agreement without further reference to Korean officialdom, it must be assumed that he intends to arrogate to himself alone the power of delimitation which the government delegates to him, in conjunction with the Korean Foreign Minister. Whatever may be the exact facts of this incident and of the preceding course of events, Russia is making for herself a distinctly aggressive character in northern Corea, which fact is to be regretted, in so far as it is calculated to alienate Japan's good will and thus to postpone any amicable settlement of the Far Eastern question.

In connection with this subject we may mention a report sent from Peking to the same journal, in the sense that the Chinese Representative in Seoul had telegraphed to the Foreign Office in Peking saying that Corea had signed the Yung-ampho agreement, and that war between Russia and Japan was imminent. This statement has been officially denied, but we refer to it here, as the story without the contradiction is likely to find its way into circulation.—*Japan Mail*.



TELEPHONE No. 135.

THE CREAM OF SCOTCH WHISKIES

ARE

"KING EDWARD VII."

VERY OLD LIQUEUR.

At \$20.00 PER DOZEN.

"KING EDWARD VII."

SPECIAL.

At \$15.00 PER DOZEN.

AND

"CLUB"

OUR STANDARD BLEND

At \$13.50 PER DOZEN.

H. PRICE &amp; CO.

WINE MERCHANTS.

12, QUEEN'S ROAD CENTRAL. [41]

## ROYAL BAKING POWDER

Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where the finest food is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by  
Royal Baking Powder Co.  
NEW YORK, U. S. A.

1657

## NOTICE.

ON and after the 1st SEPTEMBER, the *s*







## INSURANCES

**SUN INSURANCE OFFICE, LONDON**  
FOUNDED 1710.  
The Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.  
**SIEMSEN & CO.**  
Agents.  
Hongkong, 18th May, 1892. [23]  
**SALAMANDER FIRE INSURANCE  
COMPANY.**

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.  
**HOTZ & JACOB & CO.**  
Agents.  
Hongkong, 2nd April, 1900. [12]

**PHENIX FIRE OFFICE.**  
The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.  
**DOUGLAS LAFRAIK & CO.**  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897. [28]  
**AACHEN & MUNICH FIRE IN-  
SURANCE CO.**  
OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.  
**REUTEL, BROCKELMANN & CO.**  
Agents.  
Hongkong, 21st April, 1897. [113]

**NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.**  
TOTAL FUNDS at 31st DECEMBER, 1902.  
£16,378,771.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0  
SUBSCRIBED CAPITAL.....2,750,000 0 0  
PAID-UP CAPITAL.....687,500 0 0  
II. FIRE FUNDS.....2,867,915 11 10

The Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
**SHEWAN, TOMES & CO.**  
Agents.  
Hongkong, 19th June, 1903. [1888]

**NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG**  
The Undersigned AGENTS of the above  
Company are prepared to ACCEPT First  
Class Foreign and Chinese Risks at Current  
Rates.  
**SIEMSEN & CO.**  
Hongkong, 29th May 1895. [72]

**THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.**  
INCORPORATED 1851.  
Cash Security.....£225,719  
Total Losses Paid.....£2,763,240

The Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.  
**WM. MEYERINK & CO.**  
Hongkong, 13th May, 1903. [144]

**THE HOMBAY FIRE AND MARINE  
INSURANCE COMPANY, LIMITED.**

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to accept RISKS at Current Rates.  
**HOTZ, JACOB & CO.**  
Hongkong, 30th July, 1903. [1260]

**THE SHIP FIRE INSURANCE  
COMPANY, LIMITED, OF  
LIVERPOOL.**

The Undersigned AGENTS of the above  
Company are prepared to ACCEPT  
RISKS against FIRE at Current Rates.  
**W. A. HUMPHREYS & CO.**  
Hongkong, 2nd August, 1903. [2185]

**NORTHERN ASSURANCE CO.**  
FIRE and LIFE.  
ESTABLISHED 1836.

The Undersigned are prepared to accept  
First Class Foreign and Chinese RISKS  
against FIRE at Current Rates.  
Also to accept proposals for LIFE ASSUR-  
ANCE. Prospectuses on application.  
**TURNER & CO.**  
Agents.  
Hongkong, 23rd September, 1903. [273]

**EXCURSION TO MACAO.**  
GRAND PROCESSION.

**THE Well-known & Commodious Steamship  
"WING CHAI"**  
will make a Special Excursion Trip to Macao,  
on SUNDAY, the 4th OCTOBER, 1903,  
leaving her usual Wharf (at the Western end  
of Wing Lok Street) at 8.30 A.M. and return-  
ing from Macao at 7.30 P.M. the same evening.

Meal Refreshments may be obtained on board.  
Tickets—Return.....\$2.  
Extra for each Cabin.....\$5.  
Tickets for Sale on board and available at  
**MING ON & CO.**  
2nd Floor, 16, Victoria Street,  
Hongkong, 25th September, 1903. [2393]

**GOVERNMENT NOTIFICATION.**

INFORMATION has been received from  
the Military Authorities that GUN  
PRACTICE will be carried out from Stone-  
cutters Island, on the 30th SEPTEMBER,  
1903, at targets in a westerly direction, to the  
South of Chung Hoo Island.  
Practice will commence at about 8.30 A.M.,  
and end at about 10 A.M., if the range is clear.  
By Command,  
**F. H. MAY,**  
Colonial Secretary's Office.  
Hongkong, 21st September, 1903. [2878]

**CARMICHAEL & CLARKE,**  
CONSULTING ENGINEERS  
AND SHIPBUILDERS.  
SURVEYORS AND CONTRACTORS.  
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS—"CARMICHAEL," HONGKONG.  
A. B. Code, 4th Edition  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th June, 1903. [17]

## GOLF FOR EVERYBODY.

THE FORTUNES OF WAR IN  
CHAMPIONSHIP CONTESTS.

BY  
**H. H. HILTON**  
(Winner of Amateur and Open Championships.)

It seems but idle to say that golf is an uncer-  
tain game, as in all games in which the Anglo-  
Saxon race love to desert themselves, the  
glorious uncertainty is undoubtedly one of the  
greatest of their charms. It may be that there  
are other sports of a national character which  
can lay claim to greater degrees of chance—  
whether this may be considered an advantage  
or not is a question which is not open for  
discussion in this article,—but that there is a  
great element of chance in the playing of the  
Royal and Ancient game does not leave itself  
open to doubt, and although it diversifies its in-  
terests, there are occasions on which it might be  
an advantage if it did not form such a pro-  
dominant feature, in the race for the survival  
of the fittest, such as the annual contests for the  
championships, whether it is that restricted to  
the amateur talent, or that open to all de-  
monstrations of golfers, amateur and professional.  
The object of all championships is to find the  
best player in the field, and if we are to arrive  
at a conclusion on this point, it is naturally  
necessary to eliminate as far as possible the  
element of chance. It is not improbable that  
these remarks will be looked upon as rank  
heresy by the older school of golfers, but golf  
in the present day is probably more of a stern  
reality than it was in the seventies and eighties.  
It is still played for pleasure as it was in those  
days, but the ever-increasing number of first-  
class players, and the many opportunities they  
take of meeting each other in open competition,  
tends to give the game a more earnest tone.

## THE FORTUNES OF THE DRAW.

A player of the present day must not rest  
content with being "cock of his own walk," he  
must necessarily wander further afield, and  
prove his value on foreign soil. A golfer's re-  
putation stands on his deeds in open battle,  
and although the seeking of a reputation may  
be termed mere vanity still there are few golfers  
who do not cherish the value of a reputation.  
Even the players of old are not loth, now that  
they are out of the race for supremacy, to refer  
to the wonderful feats of their youth. But I am  
afraid I am digressing, as the object of this ar-  
ticle is in reference to fortune, or as it is more  
generally termed, luck in connection with cham-  
pionship contests. To consider first the ama-  
teur event decided by match play. I think that  
there is a greater element of chance in this  
than in the open event decided by stroke play.  
Firstly, we have to consider the luck of the  
draw, an important factor, and all the more im-  
portant on account of the manner in which the  
draw is now conducted, as the powers that be  
decide that in case the number entered neces-  
sitates a certain number of players receiving  
byes in the first round, and that all these byes  
should be placed in the top half of the draw.  
There is a certain advantage in not being asked  
to compete in the first round, but in my opinion  
it is not so much in this that the advantage  
lies as in the fact that there are an unequal  
number of players in the two halves, and in  
consequence, by the law of averages, more good  
players in the bottom than in the top. As an  
instance may be quoted the recent champion-  
ship at Hoylake. The top half of the draw em-  
braced 40 players as against 64 in the bottom  
half, which means in the ordinary course of  
events, that the player who succeeded in wad-  
ing through the bottom half would necessarily  
have more first-class players to account for than  
the survivor of the top half. As it so happened  
in Hutchie, the survivor of the top half was  
not so fortunate as to obtain a bye, and his  
journey to the penultimate stage was conse-  
quently far from an easy one, but we have only  
to compare the cases of Messrs. Robb and Fry,  
who both reached the penultimate stage. Mr.  
Robb, in the top half, obtained a bye, and his  
victim was Messrs John L. Low (who was far  
from his old self), J. G. Craik, C. E. Gilroy,  
and F. P. Crowther, jun. Mr. Fry, in arriving  
in a similar position, had to account for Messrs.  
F. McKenzie, C. Leithart, J. E. Laidlay, and  
H. H. Hilton. True in the first round he  
received a walk over, still there were 32 players  
in the quarter in which he was drawn, as  
against 16 in that in which Mr. Robb took part.  
The greater the number the greater the chance  
of players of good class being included.

But the luck of the draw has now become an  
accepted factor in the destination of the cham-  
pionship, and as long as the powers that be  
continue to decide the contest on the present  
basis—as there is certainly every probability  
that they will—this element of chance will  
always remain. It may add a certain interest  
to the competition which would otherwise be  
lacking in case the competition was decided on  
a more trying system.

EIGHTEEN HOLES A RELIABLE TEST  
OF PROGRESS?

But there are other elements of fortune in  
the amateur championship besides the luck of  
the draw, and to begin with I believe that I  
am far from alone in thinking that one round of  
eighteen holes is not a fully reliable test of the  
golfing abilities of two players. It is too short  
a duel to give a player who has had to put up  
with the worst of the luck in the initial stages  
an opportunity to recover, as there is much to  
contend against in golf in the matter of bad  
lies, slymies, &c. In proof of this it is notice-  
able that during recent years the play in the  
final round of the tournament has been extend-  
ed from 18 to 36 holes, those responsible for the  
extension no doubt thinking—and probably  
wisely too—that the final of a championship is  
of sufficient importance to warrant a thorough

trial of the golfing abilities of the two con-  
testants, which one round of eighteen holes does  
not supply. It may be that had the delegates at  
the time they passed the innovation of making  
the final round a trial of 36 holes also passed  
that the semi-final stages should be decided by  
the same extended test, they would have been  
acting in the best interests of the amateur  
championship contests, as the means whereby to  
find the premier amateur for the year.

In saying this I am quite aware that many  
hold the opinion that any extension of the  
contest might tend to make it more a trial of  
stamina than real golfing ability, but with this  
I can hardly agree, as one single additional  
round would make but little difference. I hold  
a very decided opinion, that a single round of  
eighteen holes is much more trying to the nerves  
in a championship than two rounds or 36 holes.  
The former is a big strain mentally, much more  
so than a continued match of 36 holes in which  
a player after having the worst of the argument  
possibly due to a mixture of bad luck and a few  
indifferent strokes (to ill-luck all players are  
liable), still has a chance of pulling himself to-  
gether, owing to the length of the game. As  
an instance may be quoted the recent final  
round at Hoylake. Before play commenced it  
was generally accepted that there was little be-  
tween Messrs. Hutchie and Fry, but the re-  
sult of the first round made it appear that Mr.  
Hutchie was infinitely the finer player. He  
outscored Mr. Fry, was invariably nearer in his  
approach, and his deadly work on the green  
left his opponent no loophole, with the result  
that the latter found himself no less than eight  
holes in arrears. He was simply outclassed on  
the play in these individual eighteen holes, and  
had the contest ended in this round this would  
have been the verdict handed down to posterity,  
but, owing to the fact that the players had to  
continue in the afternoon, the opportunity was  
granted Mr. Fry of proving that those who  
had arrived at the opinion that there was little  
between the two finalists were correct in their  
judgment. Whereas in the morning round  
everything had come off for Mr. Hutchie, in  
the afternoon there was a complete reversal of  
form, as although Mr. Hutchie still more than  
held his own in the long game, the inspiration  
of putting appeared to have completely forsaken  
him, and the long putts which in the morning  
round he had been running up within a few  
inches of the hole now stayed some feet from the  
desired haven, and what was more important, he  
invariably failed to get the second putt down.  
On the other hand, Mr. Fry, with everything to  
gain and nothing to lose, went boldly for the  
hole, and the reward for his enterprise was seen  
in the fact that it was not until the last hole  
that the match was decided in favour of Mr.  
Hutchie.

It was a match truly indicative of the fortune  
of putting, and the advantage of a 36-hole  
match over a single round of 18 holes as a  
test. The former gives a much better chance  
of the players finding their natural level. On  
the day's play at Hoylake it is generally con-  
ceded that the man who played the better golf  
proved successful, but the wide variance in the  
result of the two individual rounds tend to in-  
dicate that in any individual eighteen holes the  
many chances of fortune go a very long way to  
decide the result.

## SCORE V. MATCH PLAY.

I am quite aware that the majority of those  
who take an interest in the game consider that  
the manner in which the amateur event is de-  
cided is infinitely more interesting and enter-  
taining than the four rounds by score play, by  
which one finds the victor in the open event.  
The latter method appears comparatively cold,  
blooded work. Slogging round for two days  
against the unseen truly is quite contrary to  
what is termed the old spirit of the game, but  
is it necessary that we should slavishly adhere  
to all the traditions of the old spirit? The game  
of golf is match play, or certainly was match  
play, and it may be that competitions by score  
play were only introduced as an expedient  
whereby to save time. But surely score play is  
still the game of golf, and I hold an idea that  
the manner under which the open champion-  
ship is decided, four rounds by match play, is a  
test more likely to find the best player in the  
competition than the present method under  
which the amateur event is decided. There is a  
certain consolation in knowing that I am not  
alone in this opinion, as when several of the  
leading professionals were asked their opinion  
on the point at the late Open Championship  
meeting they unanimously decided that they  
considered that the present method of deciding  
the competition was a truer test of ability of  
the players than deciding on the principle of  
the amateur event with its varying fortunes.  
I may mention by the way that the opinion of  
these professionals was taken, on account of the  
fact that there had been an agitation to intro-  
duce match play into the open championship,  
and the subject had been discussed by the

delegates present at the meeting, but it was  
thought only right that the leading profes-  
sionals should be conferred with, and that their  
unanimous and decided opinion should be in  
favour of the present system, will not be  
consoling to the older school of golfers.

## THE QUESTION OF "ETERNAL JUSTICE"

## IN GOLF.

But a championship is a championship, a  
contest which assuredly has the object of find-  
ing out the best player in the field, and in con-  
nection with the open championship in particu-  
lar, where it means much to the successful com-  
petitor if he be a professional. It is probably  
more equitable to all concerned that the ele-  
ment of chance should be eliminated as far as  
possible, and the leading professionals at least  
have expressed the opinion that four rounds of  
score play is a good test of ability, and it might  
be but considered justice that their opinions  
should be considered before those who have no  
interest in the competition, except from a tradi-  
tional and sentimental point of view. I trust  
the editor of *Golf Illustrated* will forgive  
me in referring to a remark of his made in reply  
to a strong advocate in favour of the abolition  
of the slymie which is as follows: "Our cor-  
respondent makes the common error of suppos-  
ing that the game of golf is founded upon the  
principles of eternal justice."

Why is it an error to suppose this? Justice  
should be meted out in a game as far as is  
possible, just as it should be in the stern  
walks of life. There are always sufficient un-  
certainties in the game of golf in the matter of  
bad lies and unfortunate kicks, to do away with  
any idea of the possibility of eternal justice,  
but I cannot see that it is necessary that many  
old traditions should be adhered to merely on a  
question of principle. In cricket, football, and  
other pastimes, they are continually legislating.  
I can myself remember the time when in Rugby  
football the fact of one goal being kicked  
served to neutralise the gaining of any number  
of tries by the other side. That was far from  
justice, but it was the game of our forefathers.  
Fortunately it did not meet with the approval  
of the coming generation, who promptly arrived  
at a more equitable distribution of the value of  
the points scored. I am quite aware that my  
views may sound heretical to many who have  
used a longer and more varied experience than I  
have, but, whilst I do not believe in making the  
game too easy, I have very strong opinions on  
the advisability of eliminating as far as possible  
the elements of what may be termed artificial  
chance in championship contests, that is chance  
aside and apart from the ordinary run of  
fortune in the play through the green.

COPYRIGHT IN THE UNITED STATES OF  
AMERICA BY D. T. PIERCE.

THE  
**ROBINSON PIANO  
COMPANY, LIMITED**

**NOTE.**

**ENTIRELY  
NEW STOCK**

TO ARRIVE THIS MONTH.  
SPECIALLY AND MOST CAREFULLY  
CHOSEN.

DIRECT FROM THE FACTORIES,  
BY OUR

**MR. ROBINSON**  
NOW IN EUROPE.

**GREAT  
REDUCTIONS**

IN OUR PRESENT STOCK OF PIANOS  
AND MUSICAL GOODS.

A QUANTITY OF OLD MUSIC STILL  
LEFT, BEING SOLD VERY  
CHEAP.

CALL IN AND SEE WHAT WE HAVE.  
ALL ENQUIRIES WILL BE MOST  
COURTEOUSLY AND PROMPTLY  
ANSWERED.

**THE APOLLO  
PIANO-PLAYER**

RECITALS DAILY

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adolina Patti (Baroness Codrestrom) has  
given another great testimonial to the Apollo  
Piano-Player. She was so delighted with the  
instrument that was purchased by her last year  
that this second testimonial is even stronger  
than the first one that she gave.

Miss Patti says that "the Apollo never has  
given her the slightest trouble and that the new  
concert grand is one of the most wonderful and  
perfect piano-players that she has ever seen."  
Hongkong, 3rd September, 1903. [12484]

**MR. CHADWICK KEW,**  
DENTAL SURGEON,  
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.  
Hongkong, 16th June, 1903. [2593]

**WM. POWELL, LD.,**  
GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND  
GENTLEMEN'S OUTFITTERS,  
28 & 34, QUEEN'S ROAD.

**LADIES' AND CHILDREN'S DEPARTMENTS,**  
OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

**GENTLEMEN'S DEPARTMENT,**  
28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

**WM. POWELL, LD.**

**TURKISH  
TROPHIES**

**CIGARETTES**

MADE FROM THE CHOICEST TURKISH TOBACCO, ARE THE BEST. ASK  
YOUR DEALER FOR THIS BRAND.

**NOBEL-GLASGOW EXPLOSIVES.**

**DYNAMITE,  
GELATINE-DYNAMITE,  
BLASTING GELATINE AND GELIGNITE,  
DETONATORS, SAFETY FUSE,  
AND ALL BLASTING ACCESSORIES.**

MAGAZINES AND DEPOTS AT  
HONGKONG, SHANGHAI, WEIHAWEI.

AGENTS—  
**JARDINE, MATHESON & CO.**

**MIDZUSHIMA & CO.**  
COAL MERCHANTS.

[No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).  
HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.  
BRANCH OFFICES:—HIGASHI-HOMMACHI, MOJI, (MINAMI-AJIKAWA,  
OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: MR. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.  
TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong.  
CODE USED: A 1 & A. B. C. 4TH ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries  
Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies  
&c. Sole Proprietors of Kamamoto and Tanoura Coal Mines. Sole Agents for Kawanishi  
Komatagaura, Minami, Itoji and Kunagahata Collieries.

K. UYEMURA, Manager.  
Hongkong, 4th March, 1903. [12409]

**BUTTERFIELD & SWIRE,**  
Agents

LONDON AND LANCASHIRE  
ROYAL EXCHANGE  
PALATINE  
ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903. [1881-2]

**THEODORO VAFIADIS & CO**  
MANUFACTURERS OF HIGH-CLASS. FACTORY: CAIRO, EGYPT.

**EGYPTIAN CIGARETTES.** (Close to H.E. Nubar Pasha's Palace.  
PURVEYOR TO THE BRITISH FIELD FORCE  
CANTERNS IN SOUTH AFRICA.

BRANCHES:  
BOMBAY.....29, ESPLANADE ROAD.  
CA CUTIA.....4, DALHOUSIE SQUARE.  
RANGOON.....72, MERCHANT STREET.  
LONDON.....19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—  
**MESSRS. KRUSE & CO., HONGKONG**

[64]

When Your Joints  
Are Stiff

and muscles sore from cold or  
rheumatism, when you slip and  
sprain a joint, strain your side  
or bruise yourself, Perry Davis'  
Painkiller will take out the  
soreness and fix you right in a  
jiffy. Always have it with you,  
and use it freely. USE

**Painkiller**

[2621-1]







# OCEAN STEAM SHIP CO., LD.

## AND

# CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN, AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"CLAUDE"	On 1st October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL	"OANFA"	On 27th October.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
LIVERPOOL	"IDOMENEUS"	On 13th October.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

Taking Cargo for Liverpool at London Rates.

**TRANS-PACIFIC SERVICE.**

FOR VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA.

The s.s. "MAGHAON" left Victoria on the 2nd inst. for Japan and Hongkong.

For Freight, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 25th September, 1903.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 29th September.
MANILA, CEBU and ILOILO	"HUPEH"	On 30th September.
YOKOHAMA and KOBE	"TAIYUAN"	On 2nd October.
CHEFOO and TIENTSIN	"KWEIYANG"	On 2nd October.
MANILA	"CHINGTU"	On 5th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"SUNGKIANG"	On 7th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 25th September, 1903.

## HAMBURG-AMERIKA LINIE

### NORDDEUTSCHER LLOYD.

### OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, INDIAN SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ABESSINIA	HAVRE, BREMEN and HAMBURG	On 7th Oct. Freight.
BEISGAVIA	HAVRE and HAMBURG	On 20th Oct. Freight.
SAXONIA	HAVRE and HAMBURG	On 3rd Nov. Freight.
MARKT	HAVRE and HAMBURG	On 17th Nov. Freight.
SUEVIA	HAVRE and HAMBURG	On 1st Dec. Freight.

For Further Particulars, apply to—  
**HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.**

## NORTHERN PACIFIC STEAMSHIP CO.

## BOSTON STEAMSHIP COMPANY.

**BOSTON TOW-BOAT COMPANY.**

**PROPOSED SAILINGS FROM HONGKONG,**

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
VICTORIA	J. Trebridge	3,502	October 10th
SHAWMUT	W. M. Smith	3,000	November 14th
OLYMPIA	A. Dixon	2,937	November 25th

Steamers marked \* have no passenger accommodation.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to—

**DODWELL & COMPANY, LIMITED, GENERAL AGENTS.**

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—  
FOOTBRIDGE, British barque, Young—Dodwell & Co., Ltd.  
HELENA WYMAN, Amr. barque, D. A. Vanhousen—Captain.  
LUSON, American ship, J. G. Park—Order.  
NOANOK, American ship, J. A. Amstutz—Arnhold, Karberg & Co.

FOR YOKOHAMA AND KOBE.

THE HALL Steamship

"SAXONIA,"  
Captain Bremer, will be despatched for the above ports on THURSDAY, the 1st October, at 5 P.M.  
For Freight or Passage, apply to—  
**HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, HONGKONG, 24th September, 1903.** [2677]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"GUTHRIE,"  
Captain Dabell, will be despatched as above on or about the 29th inst. for the above ports. This well-known steamer is specially fitted for Passengers and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, etc., throughout the voyage. This steamer is installed throughout with the Electric Light.  
For Freight or Passage, apply to—  
**GIBB, LIVINGSTON & CO., Agents.**  
Hongkong, 23rd September, 1903. [2663]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.  
(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"  
Captain Dabell, will be despatched for the above ports, on or about the 29th inst. This well-known steamer is specially fitted for Passengers and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, etc., throughout the voyage. This steamer is installed throughout with the Electric Light.  
For Freight or Passage, apply to—  
**GIBB, LIVINGSTON & CO., Agents.**  
Hongkong, 23rd September, 1903. [2664]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"NORDKYN," Captain A. Boer,

will be despatched on SATURDAY, the 17th OCTOBER, to be followed by the steamship—

"HERMISTON," Captain W. T. Bain,

on or about WEDNESDAY, 18th NOVEMBER.

For Freight, &c., apply to—  
**SHAW, N. TONNES & CO., General Agents.**  
Hongkong, 25th September, 1903. [2657]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAM FOR FIUME AND TRIESTE DIRECT, CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, REI SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"FRANZ FERDINAND,"

Captain Mestovich, will be despatched as above on WEDNESDAY, the 21st October.

For information as to Passage and Freight, apply to—  
**SANDER, WIELER & CO., Agents.**  
Hongkong, 23rd September, 1903. [3]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA. REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DAILY QUALIFIED SURGEON CARRIED.

**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 4th July, 1901. [1964]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M., on Excursion Sundays, at 3.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.

**MING ON & CO., 2nd Floor, 16, Victoria Street.**  
Hongkong, 8th September, 1903. [2712]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, THURSDAYS and FRIDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

**PREVOUX & CO., No. 123, Connaught Road Central.**  
Hongkong, 30th June, 1903. [1751]

NOTICE TO CONSIGNEES

STEAMSHIP "ANNAM"

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. "Durance" and "Claret," from Havre ex s.s. "Dor" and from Bordeaux ex s.s. "Ville de Cotte," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Precious and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless notification is received from the Consignees before Noon, To-morrow, the 21st inst., requesting it to be landed here.

Bill of Lading will be countersigned by the undersigned. Goods remaining unclaimed after 10 days, the 25th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 25th inst., or they will not be recognized.

All damaged packages will be examined on Monday, the 25th inst., at 1 P.M.

No Fire Insurance has been effected.

**G. DE CHAMPEAUX, Agent.**  
Hongkong, 21st September, 1903. [2]

OCEAN STEAMSHIP COMPANY, LIMITED, AND THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PAK LING"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 30th inst.

No Claims will be admitted after the Goods have left the steamers Godown and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd prox. or they will not be recognized.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, 23rd September, 1903. [10-12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex s.s. Arcadia.  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., To-day, the 24th inst.

Cargo not cleared by the 30th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWITT, Superintendent.**  
Hongkong, 24th September, 1903. [1]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 23rd inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

**McLELLAN BROS. & GOW, Agents.**  
Hongkong, 21st September, 1903. [2662]

STEAMSHIP "PETRACH" GENERAL AVERAGE.

NOTICES HEREBY GIVEN that all Claims for Damage to Cargo by water when the "Petrach" was on fire at Shanghai 13th May, 1903, must be submitted to the Adjuster, Mr. E. H. HUTCHISON (of the Yangtze Insurance Association, Limited), Shanghai, on or before 1st OCTOBER next, after which date no Claim will be recognized.

**SANDER, WIELER & CO., Agents.**  
Hongkong, 31st August, 1903. [2445]

NOTICE—FOR SALE.

SANITARY DUSTBINS of Approved Pattern. \$4.00 each.

Apply to—  
**SHAM HU, No. 11, Chin Hing Lane, off No. 103, Hollywood Road.**  
Hongkong, 5th September, 1903. [2506]

THE AMERICAN SYSTEM OF DENTISTRY.

**DR. M. H. CHAUN, 27, DES VUEZ ROAD CENTRAL HONGKONG.**  
From the University of Pennsylvania, U.S.A.  
Hongkong, 10th March, 1903. [2490]

**DAVID COESAR & SON, MERCHANT NAVY, NAVY BOILED, LONG FLAY, BEELANCE CROWN, TARPALING, ARNOLD, KARBERG & CO., Sole Agents.**

CHEONG SHING.

GENERAL EXPORTERS.

DEALERS IN

JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY, WARES, EMBROIDERIES AND PONGEE SILK.

Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUPP & Co.).  
Hongkong, 16th May, 1903. [2398]

A FEW Specialities in New Drinks. Cannot be surpassed in quality. Supersede any other productions in the Far East. Do not fail to order DOKHO, a most appreciated drink. Superior to Soda Water with Spirit.

Our Special GINGER ALE is of the very finest quality, equal in flavor to the far-famed "Helfast Water." It drinks with a full mellow body, leaving a fine nutty flavor on the palate, which will make you wish to drink it again.

ORANGE CHAMPAGNE, a most delicious and very light, fine-flavored drink.

LIME JUICE and SODA, a Popular Beverage, refreshing and healthful. Thirst Quencher. From the Palace Fruit.

Apply to THE ROYAL BEATED WATER MANUFACTORY Factory and Office, West Point, Telephone 367. Depot—Lee House Street, Telephone 371.

**P. P. DANENBERG, Manager.**  
Hongkong, 22nd September, 1903. [117-1]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I. & B.C., Scots' and Engineering Code.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 323 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 85 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide... 204 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 65 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide... 92 "

PATENT SLIP (at KOSUGU).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 72 TONS GROSS, Fitted with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

**BUDWEISER BEER.**

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

**ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.**

LEADS IN CREDIT AND QUALITY.

This Beer is brewed of best Barley Hops and finest Malt. Fully warranted not to contain Chemicals in any form.

The Beer is stored after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

**F. BLACKHEAD & CO., Sole Agents.**  
Hongkong, 25th July, 1903. [117]

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

**DINNEFORD'S MAGNESIA.**

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Gentle Medicine for Infants, Children, and the Sick of Pregnancy.

**MAGNESIA.**

A PERFECT BEVERAGE.

Preferred by Connoisseurs for its high quality and delicious natural flavor.

**van Houten's Cocoa.**

Rich in nourishing and stimulating properties, it builds up and invigorates the system.

**Best & Goes Farthest.**

2417-9

SIEN TING.

SURGEON-DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [2636]

NOTICE.

THE Undersigned have been appointed Sole Agents for the well-known PAINTS and OILS of JAMES STORRE & CO., LIMITED, Barrack Road and 44, 46, 48, Glasgow.

**TURNER & CO.,**  
22nd September, 1903. [2649]

**Benger's**

**Food**

For INFANTS, INVALIDS, and the AGED.

The Lancet describes it as "Mr. Benger's admirable preparation."

The British Medical Journal says: "Benger's Food has by excellence established a reputation of its own."

No further testimony is necessary.



